

FAIR GOLFERS DO NOT FEAR JUPITER PLUVIUS

Driving Downpour, Eight Play
in Women's Metropolitan
Tournament.

MRS. W. CHILVERS FIRST

Has Low Net Score, While Best
Gross Is Made by
Mrs. Swift.

In defiance of the downpour that put
practically all other outdoor sports on
commission, members of the Women's
Metropolitan Golf Association gathered
in the links of the Morris County Golf
club yesterday for a one day tournament,
the first of the season. Instead
of thirty or forty putting in an ap-
pearance, as probably would have been
the case under normal conditions, the field
was reduced to eight courageous indi-
viduals, representing half a dozen clubs,
the winner proved to be Mrs. W. Chilvers,
a new addition to the fold from the
Mahoning Golf Club. Mrs. Chilvers
returned a card of 109, 16-89.

First gross prize went to Mrs. Law-
rence Swift, who made her reappearance
in the game after an absence of more
than a year. Her score was 105. The
handicapped golfer played steadily going
out, her card showing nothing worse than
65. After reaching the turn in 49, Mrs.
Swift came to grief at the thirteenth
and fourteenth, where 8's were recorded,
due to the deep traps. The sixteenth,
or railroad hole, also cost her a 7. Few
strokes were wasted on the greens, how-
ever, her putts running truly over the
sodden turf.

As there was a second gross, Mrs.
Chilvers, with her 109, would have won
that as well as the first net, but the
rule prohibiting a competitor from taking
more than one prize gave Miss Louise
Krug of Englewood, who had 110, the
second gross.

The following cards were returned:

Name and Club	Gross	Net
Mrs. W. Chilvers, Mahoning	109	16-89
Mrs. Lawrence Swift, Englewood	105	7-105
Mrs. E. J. Post, Morris County	118	9-109

WOMEN GOLFERS' BUSY DAYS.

Eastern, Metropolitan and Griscum
Cap Close Together.

Programmes are out for the Women's
Eastern Golf Association championship,
which will begin over the links of the
Philadelphia Cricket Club on Monday,
June 2, and continue on Tuesday and
Wednesday, June 4 and 5. The competi-
tion is open to all women golfers belong-
ing to clubs holding membership in the
association.

The championship competition consists
of fifty-four holes of medal play, six-
teen holes being played on each of the
three days. Besides the regular cham-
pionship there will be handicaps at ele-
ven holes medal play each day.

The chief prize will be a cup offered
by the association to be held each year
by the club from which the winner enters
and the name of the successful player
will be engraved thereon. Besides this
she will be the recipient of a gold medal.
Medals also will be awarded those finish-
ing second and third. A prize will be
presented for the lowest net score for the
thirty-four holes, as well as for the lowest
net score in the handicaps at the same
time as the championship and for the
lowest net for eighteen holes in the same
event June 4 and 5.

The annual meeting of the Women's
Eastern Golf Association will be held
in the club house on Tuesday, June 4,
at 2:30 P. M., each club being repre-
sented by an authorized delegate.

The dates of playing the matches for

REPUBLIC STAGGARD TREAD TIRES

FIVE years ago this was the
only rubber-stud anti-skid
tire on the market. Lately there
have been arising many imita-
tions. In buying imitations,
you are frequently conducting
an experiment for the manu-
facturer at your expense.

The experimental period
ended long ago in the case of
the Republic Staggard Treads.
The Republic is still the
one which grips the pavement
best and heats least.

Republic Rubber Co. of N. Y.

229 West 58th Street

"Staggard Tread"
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A. C. A. INSURGENTS ARE NOT RENOUNCED

Morrell and Ely Not in List of
Governors Named by the
Administration.

ROW OVER DRIVER ORMSBY

Merger Company Doesn't Want
Him to Drive at Indianap-
olis—Case Car Here.

Nominations for the Board of Gov-
ernors of the Automobile Club of Amer-
ica, as arranged for under the amended
constitution and bylaws of that organi-
zation, which the administration says are
in force and which the insurgents say
are not, were made public yesterday. The
new Board of Governors, which will
choose from among its members the offi-
cers of the club, will be voted for on
May 23, that is, unless the insurgents
take some action opposed thereto. There
are chances also that there will be an
opposition ticket in the field. The in-
surgents may feel constrained to take
this step inasmuch as Robert Lee Mor-
rell and Alfred Ely, both active in-
surgents, failed of renomination as governors.

The nominations are: Class of 1914,
Colgate Hoyt, Dudley Olcott, 2d,
Henry Sanderson, Edward Shearson,
class of 1914, Oliver G. Jennings, Wil-
liam W. Miller, John J. Riker, William
K. Vanderbilt, Jr., class of 1913, H. B.
Anderson, James A. Blair, Jr., Alexander
J. Hamilton, Jr., class of 1912, William
L. Rich and George S. Brewster, the last
named in place of Col. John Jacob Astor.
Messrs. Hoyt, Shearson, Olcott and San-
derson are renominations.

Those who hold over are: Class of
1915, Henry Evans, Henry R. Taylor,
Frederick D. Underwood, class of 1914,
G. P. Baker, Jr., Elbert H. Gary, Dave
Hennen Morris, class of 1913, George
Moore Smith.

Although there has been plenty of in-
surgent talk, whether there will be a
split ticket in question, it is not prob-
able. It will have to be named by May
16, a week from today, if it is to be
put up. There has been talk, too, of
resignations, and one opposition mem-
ber said yesterday he thought there might
be as many as 400 withdrawals from the
organization as a result of the recent
discrepancies.

Formal objection has been made by the
Merger Automobile Company to the nam-
ing of Len Ormsby as a driver for the
500 mile race on May 30 at Indianapolis.
Ormsby is supposed to have the mount
on an Opel car. The Mercer company
is unwilling to run its car in the race,
it is said, if Ormsby drives, but inas-
much as the entry already is made the
objection cannot take effect.

Back of all this is the accident last
summer at Brighton Beach in which E.
H. Frey of the Mercer company was
killed practising before a race meet.
To avoid running into a car driven by
Ormsby, which turned off the track sud-
denly, Frey had to go into the fence.
The injuries he got then proved fatal
later on.

Although this happened an hour before
the meeting, A. R. Pardington, ref-
eree of the races, was there. He said
yesterday that he had thereafter recom-
mended to the Contest Board of the A.
A. that Ormsby's card be revoked until
he proved his fitness to drive. Mr.
Pardington said that he wanted to have
Ormsby ruled out of the race, but be-
cause of some earlier trouble between the
A. A. and another driver, he was per-
suaded to change this. At any event,
Ormsby's card is still in force.

The Contest Board, however, issued an-
other card to him early this year, with-
out other action by him than a formal
application and the payment of \$2 in
defence of this it was said that the cards
are annual, and that Ormsby's was valid
until the end of the year. Furthermore,
it was said yesterday, there is no recom-
mendation by Mr. Pardington's recom-
mendation. Mr. Pardington says,
that is so, why did the A. A. dis-
qualify Ormsby at all?

The case, driven by Harvey Her-
rick and with Chester J. Lawrence of
the San Francisco Examiner as a pas-
senger, got in yesterday after a 42 day
trip from Los Angeles. Herick, the
lad who had the world's road race record
until Teddy Tetzlaff took it away from
him last Saturday at Santa Monica.

Herick never encountered in any race
anything like the going that he had mak-
ing the overland journey from coast to
coast. The tourists were met yesterday
near Newark by a welcoming party and
conducted to the Hotel Hamilton, a club
of America they were entertained
at luncheon. Robert Lee Morrell, sec-
ond vice-president of the club, made a brief
speech of welcome. John Temple Graves,
A. G. Hatcher, chairman of the execu-
tive committee of the A. A., Duncan
Curry, W. J. Morgan and others were in
the party.

A wire to THE SUN from Fred J. Wag-
ner, the official starter, recites that
Bruce Brown, Ralph Lee, Calumet
Bragg and Bert Dingley have left Los
Angeles for Indianapolis. Wagner will
be in New York on Monday.

"People are still talking about the ter-
rific speed developed in the Santa Monica
race," continues E. M. "There is a bet
that more than 50 miles an hour will be
the next record over this course." This
looks like playing for safety for another
Santa Monica free for all.

YACHT TO CROSS ATLANTIC

R. E. Tod Waiting for Fair Weather
to Set Out in Karina.

Robert E. Tod's big three masted
recreanter Karina is now at anchor off
Stapleton, waiting for fine weather to
bend on her sails. The Karina is to
sail some time next week for a voyage
across the Atlantic and while abroad will
visit Kiel, Cowes and other yachting
centres and will be at Stockholm while
the Olympic games are being held.

The Karina has been fitted out at the
yards of her builders, the Staten Island
Shipbuilding Company, at Fort Richmond,
and was towed to the yard at Staple-
ton last week. She has a complete new
set of sails made by Ratsey and it was hoped
that the weather would be fine enough
to all out the crew to bend on these
big pieces of canvas, but the incessant
rain has stopped all work and the men
are waiting for a fine day.

The yacht spreads 20,000 square feet of canvas in
her working sails and her mizzen mast
tree is 166 feet above the water line.
Karina is 138 over all and 150 feet
long. She is the largest sailboat out to
sail about and will be a big attraction
on the other side.

Commodore Tod had expected to try
to lower the mizzen in 12 days 4 hours
1 minute, between this port and the
Lizard, made by the Karina in 1905,
but the fire is so low that the Karina
will have to make a long southern
course and, while she may be able to
make a five hour average on account
of her having to sail about 250 miles
further than if she were on a northerly
course, she is not expected to clip the
record.

As soon as the sails are bent on the
yacht will get under way and will see
that everything fits properly. Then her
compasses will be adjusted and all will
be in readiness to start. She may get
away next Wednesday, but that is not
at all certain yet and the time of
sailing will not be known.

The Karina, unlike many vessels of her
type which have sailed across the At-
lantic, will not carry a yard on which
a square sail is set, but is in-
stead rigged to carry raffles and stun-
sails on the foremast, which will be a
great benefit in scudding before the wind
and which can be easily handled. Square
sails are difficult to handle, particularly
in a squall. The Karina's foremast is
155 feet from deck to truck. The
spreaders are 15 feet above the deck.
Foster each spreader there is a boom
which when not used is lashed to the rig-

ging. These booms are each 40 feet long
and are arranged to extend out on each
side the mast and on these two booms
the raffles are set. These sails are
triangular in shape, reaching to the truck.
Each contains about 1,500 square feet
of canvas. Then there are two other
pieces of canvas which are used below
the raffles. These are also triangular
in shape and trim into the deck at the
rigging. These sails contain each 1,500
square feet of canvas, and as they can
be handled from the deck, are easily set
or taken in. The boat booms are 35
feet long and these when not in use
are lashed in the rigging, but they can
be lowered outboard and used like spin-
naker poles and are to be used as stun-
sail booms, and on these two more tri-
angular sails, loose footed, can be set.
Each of these stunsails will have about
1,400 square feet of canvas, so that in
raffes and stunsails the Karina will have
5,000 feet of sail.

Michigan Prospects Brightened.

ANN ARBOR, Mich., May 8.—Michigan
track prospects took a decided boost to-
day when it was announced that Blake
and Herschleith are eligible for com-
petition. With a half mile who is ca-
pable of doing better than 1:35 and a
great weight man who can put the shot around
forty-five feet and can also show well in
the hammer, the Wolverines' prospects of
earlier in the year are somewhat coun-
terbalanced. Sergeant, the high jumper,
who spiked himself Monday, is expected
to be in shape for the Syracuse meet
May 15.

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